REPORT
PREPARED BY:

Bloomberg Philanthropies | Initiative for Global Road Safety

Vital Strategies

Johns Hopkins Bloomberg School of Public Health
International Injury Research Unit

CIPRB

Status Summary 2024:
Road Safety Risk Factors

Bloomberg Philanthropies Initiative for Global Road Safety

CHATTOGRAM, BANGLADESH

JOHNS HOPKINS
BLOOMBERG SCHOOL
of PUBLIC HEALTH

International
Injury Research Unit

Beginning in May 2022, the Johns Hopkins International Injury Research Unit, through the Bloomberg Philanthropies Initiative for Global Road Safety, has been conducting observations in Chattogram to reduce road injuries and fatalities.

The following report highlights results from an ongoing study that captured observations of speed as a risk factor.* The results are based on data collected between December 2022 and November 2024.

* The study observed helmet use and seat-belt and child restraint use and shared the findings in the 2022 Status Summary Report.

Speeding among all observed vehicles was very high**

34%

Speeding was highest among motorcycles

45%

The percentage of vehicles on local and collector roads observed exceeding the recommended speed limit of 30 km/h was high

45%

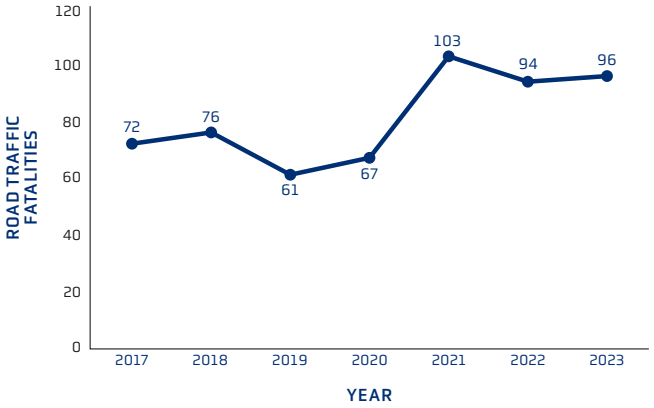
The mean speed among all observed vehicles was

30 km/h

**Chattogram does not have posted speed limits. Thus, all speed analyses were conducted by applying the global recommendations of 30 km/h for local and collector roads and 50 km/h for arterial roads.

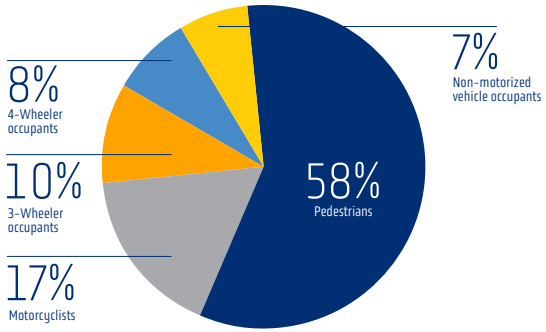
Road Traffic Fatalities in Chattogram

Road traffic fatalities slightly decreased between 2021 and 2023



Source: Chattogram City Road Safety Report 2021–2023

Deaths by road user, 2021–2023



Source: Chattogram City Road Safety Report 2021–2023

Vulnerable road users (pedestrians, motorcyclists, and occupants of 3-wheelers and non-motorized vehicles) **accounted for 92% of reported fatalities from 2021-2023.**

The majority of the road fatalities among pedestrians and motorcyclists involved heavy trucks, buses, and minibuses. Also, nearly half (48%) of all pedestrian deaths were hit-and-run deaths.

Recommendations

Bangladesh Road Safety Coalition

- Advocate with the Bangladesh Road Transport Authority to develop and issue directives for implementing the Speed Limit Guideline 2024.
- Advocate for design changes to national design guidelines so that road designs self-enforce new speed limits.

Bangladesh Road Transport Authority

- Provide guidance to cities and local authorities to implement the Speed Limit Guideline 2024.
- Coordinate with relevant authorities to update road design guidelines, ensuring roads are designed for correct speeds.

Chattogram Metropolitan Police

- Enhance speed enforcement in coordination with mass-media campaigns.
- Inform the public of the new law and how its enforcement will save lives.

Chattogram City Corporation

- Designate speed limits according to the Speed Limit Guideline 2024.
- Implement mass-media campaigns in coordination with enforcement efforts, focusing on speeding legislation.
- Implement speed calming measures where vulnerable road users interact with vehicles.

Speed in Chattogram

Higher speeds lead to a greater risk of a crash and a higher probability of serious injury. An increase of 1 km/h in average vehicle speed results in an increase of 3% in the incidence of crashes resulting in injury and an increase of 4%–5% in the incidence of fatal crashes.*

*Save LIVES: A road safety technical package. Geneva: World Health Organization; 2017.

Although speeding has decreased from 40% in June 2022 to 34% in November 2024, it remains high.

Speeding was more frequently observed among motorcycles (45%) and light vehicles (35%) compared with heavy vehicles (26%).

Speeding was more frequently observed on local and collector roads (45%) compared with arterial roads (2%).

Speeding was higher among ride-shares (52%) and private and government vehicles (40%) compared with commercial vehicles (32%).

Functional classification of roads

National Highways (Category-B) and regional highways: Two-lane highways and regional highways without divide. National and regional highways through the City Corporation/municipality/District Headquarters are divided into a minimum of six-lanes, with separate pedestrian facilities.

Arterial roads: These are roadways with high traffic volume; they provide a high degree of mobility and carry a high proportion of travel for long distance trips. These roadways carry the major portion of trips entering and leaving an activity center, as well as the majority of movements that either go directly or bypass the area.

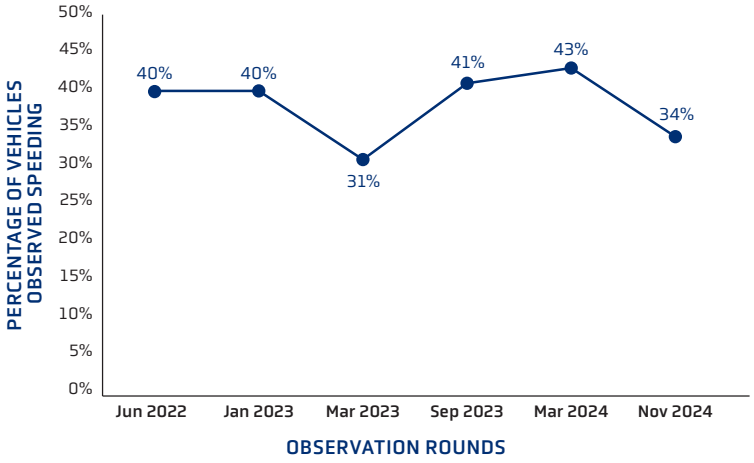
Local roads: These roads provide limited mobility and are the primary access to residential areas, businesses, farms, and other local areas.

Collector roads: These roads collect traffic from local roads and connect to arterial roads. They penetrate neighborhoods and communities, collecting and distributing traffic between neighborhoods and arterial roads. Collector roads are shorter than arterial roads but longer than local roads.

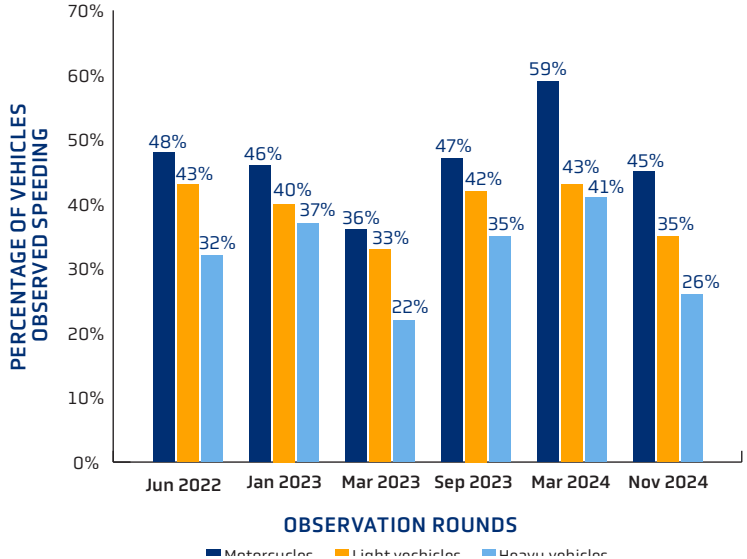
These roads provide less mobility than arterial roads at lower speeds and for shorter distances.

Key Findings on Speed in Chattogram

Despite a decrease in 2024, speeding remains very high



Motorcycles were consistently speeding more frequently compared with other vehicle categories



Recommendations

Bangladesh Road Transport Authority

- Develop and issue instructions for implementing the Speed Limit Guideline 2024 and ensure its effective implementation.
- Allow local authorities to designate speed limits.
- Build technical capacities and support cities in implementing the Speed Limit Guideline 2024.
- Coordinate with relevant authorities to update road design guidelines, ensuring roads are designed for correct speeds.

Chattogram City Corporation

- Designate speed limits according to the functional classification of roads and the Speed Limit Guideline 2024.
- Generate awareness of speed limits through appropriate signage.
- Implement mass-media campaigns in coordination with enforcement, to increase awareness on speed as a risk factor for road crashes and to increase acceptability of speed limits and other speed calming measures.
- Implement speed-calming measures, particularly where pedestrians and motorcyclists interact with heavy trucks, buses, and minibuses.

Chattogram Metropolitan Police

- Implement targeted speed enforcement after speed limits are designated by the local authority and the community is informed.

Speed Limit Guideline 2024

In May 2024, the Bangladesh Road Transport Authority (BRTA) issued the Speed Limit Guideline 2024 to reduce road fatalities and injuries. This guideline set a maximum speed limit of 80 km/h on expressways and highways and a maximum speed limit of 40 km/h on city roads.

*Speed Limit Guideline 2024. Bangladesh Road Transport Authority, Government of the People's Republic of Bangladesh. May 2024. https://brta.gov.bd/sites/default/files/files/brta.portal.gov.bd/notification_circular/cfe30939_eb5d_4f0a_89e7_3faf3e916ff6/2024-05-09-13-54-f22d36125a03ec00dd9ec48ca983a1e7.jpg

Key Features:

Aligned with World Health Organization (WHO) standards

Sets a national maximum speed limit of 80 km/h

Sets speed limits according to the road type and vehicle type

Authorizes local authorities to set lower speed limits

Requires speed limit signs be displayed on roads, highways, and expressways by vehicle type

Speed Limit Guideline 2024

Maximum speed limit related to cities/urban areas:

ROADS	SPEED LIMIT	RESTRICTIONS
National and regional highways passing through city corporation areas	30 – 40 km/h	
Internal city corporation roads	30 – 40 km/h	Goods carrier with trailer
Primary urban roads, undivided with two lanes, excluding national and regional highways	30 – 40 km/h	Buses, minibuses, trucks, vans, and goods carriers with trailer
Narrow/shared roads (undivided with two lanes)	20 – 30 km/h	Buses and minibuses

Road Safety Coalition Bangladesh holding a press conference on the Speed Limit Guideline 2024
Photo: Kazi Burhan Uddin, Center for Injury Prevention and Research, Bangladesh (CIPRB)

Speed in Chattogram Applying the Speed Limit Guideline 2024

In May 2024, the Bangladesh Road Transport Authority (BRTA) issued the Speed Limit Guideline 2024 to reduce road fatalities and injuries. Although the implementation of this guideline has not yet been initiated, we applied the maximum speed limits proposed for different road types and vehicle types to the speed observational data collected in November 2024. The overall goal of this analysis was to assess the expected prevalence of speeding if the Speed Limit Guideline 2024 was implemented.

Speeding among all observed vehicles was high (44%).

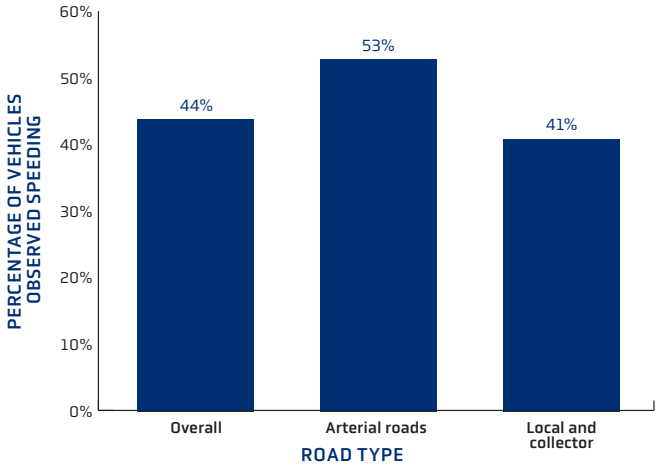
Speeding was highest among motorcycles (70%).

Speeding was higher on arterial roads (53%) compared with local and collector roads (41%).

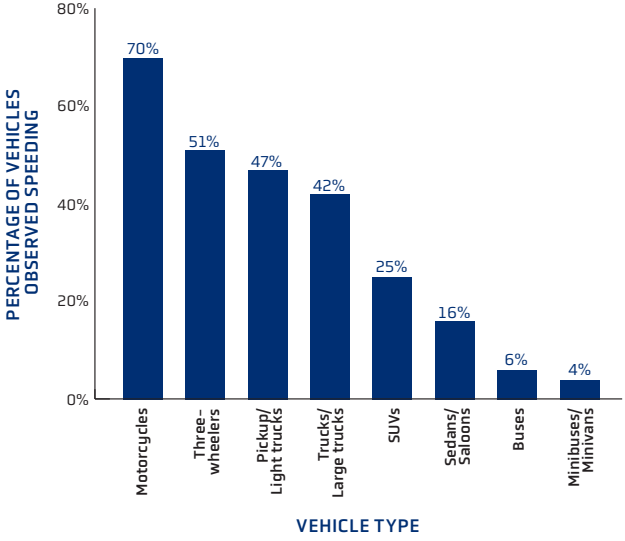
Speeding was more frequent on weekends (47%) compared with weekdays (42%).

Key findings on Speed in Chattogram applying the Speed Limit Guideline 2024

Speeding was high on all roads



Applying the Speed Limit Guideline 2024, speeding was highest among motorcycles



Recommendations

Bangladesh Road Transport Authority

- Provide guidance to cities and local authorities to implement the Speed Limit Guideline 2024, including how to classify roads and assign appropriate speed limits.
- Advocate for design changes so road design self-enforces new speed limits.

Chattogram City Corporation

- Implement lower speed limits as specified in the Speed Limit Guideline 2024.
- Generate awareness of speed limits with appropriate signage.
- Increase public awareness of speed as a risk factor for road crashes and the Speed Limit Guideline 2024 and how its enforcement will save lives.
- Implement infrastructure and road design interventions to reduce speed and prevent road traffic injuries and deaths.

Chattogram Metropolitan Police

- Initiate speed enforcement of new speed limits instituted per the Speed Limit Guideline 2024.
- Implement targeted speed enforcement with a focus on:
  - Motorcycles.
  - Three-wheelers.
  - Trucks/large trucks.
  - Pickups/light trucks.

Data collectors conducting speed observations in Chattogram, Bangladesh.
Photo: M. Hasan, BIGRS communications coordinator in Chattogram

METHODS

Since 2022, the Johns Hopkins International Injury Research Unit (JH-IIRU) has partnered with the Centre for Injury Prevention and Research, Bangladesh (CIPRB) to conduct roadside observations. The methods for these findings were developed by the Johns Hopkins International Injury Research Unit and implemented in collaboration with the Centre for Injury Prevention and Research, Bangladesh. This report provides results from twice-a-year cross-sectional observational surveys that represent population-level (citywide) prevalence of speed as an important road safety risk factor, to show changes over time. Across the six rounds of observations made in the current phase, over 453,000 observations have been made for speed.

Fifteen observation sites were randomly selected, conditional on the safety of observers. A standardized protocol was used with vehicles selected for observation in a systematic quasi-random fixed sequence. It is known that speeding is likely to be higher during the late night/early morning hours, but observations were preformed between 7:30 a.m. and 7:00 p.m. on both weekdays and weekend days. The methods were designed to estimate citywide prevalence and cannot provide insights into interventions conducted in specific locations in the city. The data management team at Johns Hopkins International Injury Research Unit reviewed and cleaned the data to produce the analyses available in this report.

ACKNOWLEDGMENTS

Technical support was provided by officials in Chattogram, Bangladesh; a consortium of international partners; and local collaborators at the Centre for Injury Prevention and Research, Bangladesh.

CONTACT: jhsph.iiru@jhu.edu

CITATION:

Johns Hopkins International Injury Research Unit. (2025). Status Summary Report 2024: *Road Safety Risk Factors in Chattogram, Bangladesh 2025.* Baltimore.